

AVIATION

The Oldest American Aeronautical Magazine

JUNE 16, 1924

Issued Weekly

PRICE 10 CENTS



Lieut. Al Williams, U.S.N., flying a VE7 plane through the airship hangar at Lakehurst

VOLUME
XVI

SPECIAL FEATURES

NUMBER
24

SHENANDOAH MAKES 1000 MILE FLIGHT
THE LAKEHURST NAVAL AIR DEMONSTRATION
THE FRENCH AND GERMAN AIRCRAFT INDUSTRIES
WELDED STEEL TUBING IN FUSELAGE CONSTRUCTION

GARDNER PUBLISHING CO., INC.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK



TRADE MARK

Back of It All

IT is comparatively easy to demonstrate to the layman the remarkable advances being made in the conquest of the air. It is being done every day. Invaluable records of speed, altitude flights to the ceiling-of-the-world, fascinating exhibitions of aerial photography—countless incidents of the most dramatic quality are impressing upon the public the bewildering extent of the airplane's potential utility.

To dramatize the power of engineering which stands back of it all is far no a difficult. The infinite parts of manufacturing to instruments measurements becoming interesting only is sensational demonstrations of the precision they insure. Since 1909, engineering design and shop practice in the Martin plant have established standards for the industry—standards of ever increasing perfection.

THE GLENN L. MARTIN COMPANY
CLEVELAND
Builder of Quality Aircraft since 1909

Aeronautical Instruments

LOOK THIS LIST OVER CAREFULLY

Higher prices maybe; lower prices never

The last of the Government surplus instruments. **BUY NOW**

PRICE LIST	DESCRIPTION	PRICE
2047	Alt. or sea pressure gauge 0 to 6 ft.	2.00
2050	Altometer Type 37" barometer from 15000 ft.	1.00
2054	Altometer Type 37" barometer from 20000 ft.	1.00
2051	Barometer altimeter float ball type 0 to 30	1.00
2041	Circle 8 day sea wind barometer face	10.50
2018	Coupler Dasher vertical type	11.00
2019	Coupler Taylor pocket watch type	1.50
2030	Motor meter Type 15 ft. tube 2" x 1/2" barometer face	10.50
2052	Motor meter Type 30 ft. tube 3" barometer face	10.50
2053	Motor meter Type 25 ft. tube 4" barometer face	10.50
2044	Tachometer NCR 0 to 2500 RPM barometer dial	10.50
2042	Tachometer Type 300 to 2500 RPM barometer dial	10.50
2045	Tachometer John Hancock 500 to 2500 RPM barometer dial	7.50
2040	Tachometer Type 0 to 2500 RPM barometer dial	5.00
2043	Tachometer Type 0 to 2500 RPM sea barometer dial	5.00
2047	Tachometer Type 0 to 2500 RPM barometer dial	7.50
2046	Tachometer Type 0 to 3000 RPM barometer dial	7.50
2057	Shall and scale to be above tachometer 20"	2.50
2051	Shall and scale to be above tachometer 40"	3.00
2052	Shall and scale to be above tachometer 6 ft.	5.00
2053	Shall and scale to be above tachometer 7 ft.	6.00
2054	Shall and scale to be above tachometer 8 ft.	7.00
2055	Shall and scale to be above tachometer 10 ft.	8.00
2056	Shall and scale to be above tachometer 12 ft.	10.00
2057	Shall and scale to be above tachometer 15 ft.	12.00
2058	Shall and scale to be above tachometer 20 ft.	15.00
2059	Shall and scale to be above tachometer 25 ft.	18.00
2060	Shall and scale to be above tachometer 30 ft.	20.00
2061	Shall and scale to be above tachometer 35 ft.	22.00
2062	Shall and scale to be above tachometer 40 ft.	24.00
2063	Shall and scale to be above tachometer 45 ft.	26.00
2064	Shall and scale to be above tachometer 50 ft.	28.00
2065	Shall and scale to be above tachometer 55 ft.	30.00
2066	Shall and scale to be above tachometer 60 ft.	32.00
2067	Shall and scale to be above tachometer 65 ft.	34.00
2068	Shall and scale to be above tachometer 70 ft.	36.00
2069	Shall and scale to be above tachometer 75 ft.	38.00
2070	Shall and scale to be above tachometer 80 ft.	40.00
2071	Shall and scale to be above tachometer 85 ft.	42.00
2072	Shall and scale to be above tachometer 90 ft.	44.00
2073	Shall and scale to be above tachometer 95 ft.	46.00
2074	Shall and scale to be above tachometer 100 ft.	48.00
2075	Shall and scale to be above tachometer 105 ft.	50.00
2076	Shall and scale to be above tachometer 110 ft.	52.00
2077	Shall and scale to be above tachometer 115 ft.	54.00
2078	Shall and scale to be above tachometer 120 ft.	56.00
2079	Shall and scale to be above tachometer 125 ft.	58.00
2080	Shall and scale to be above tachometer 130 ft.	60.00
2081	Shall and scale to be above tachometer 135 ft.	62.00
2082	Shall and scale to be above tachometer 140 ft.	64.00
2083	Shall and scale to be above tachometer 145 ft.	66.00
2084	Shall and scale to be above tachometer 150 ft.	68.00
2085	Shall and scale to be above tachometer 155 ft.	70.00
2086	Shall and scale to be above tachometer 160 ft.	72.00
2087	Shall and scale to be above tachometer 165 ft.	74.00
2088	Shall and scale to be above tachometer 170 ft.	76.00
2089	Shall and scale to be above tachometer 175 ft.	78.00
2090	Shall and scale to be above tachometer 180 ft.	80.00
2091	Shall and scale to be above tachometer 185 ft.	82.00
2092	Shall and scale to be above tachometer 190 ft.	84.00
2093	Shall and scale to be above tachometer 195 ft.	86.00
2094	Shall and scale to be above tachometer 200 ft.	88.00
2095	Shall and scale to be above tachometer 205 ft.	90.00
2096	Shall and scale to be above tachometer 210 ft.	92.00
2097	Shall and scale to be above tachometer 215 ft.	94.00
2098	Shall and scale to be above tachometer 220 ft.	96.00
2099	Shall and scale to be above tachometer 225 ft.	98.00
2100	Shall and scale to be above tachometer 230 ft.	100.00
2101	Shall and scale to be above tachometer 235 ft.	102.00
2102	Shall and scale to be above tachometer 240 ft.	104.00
2103	Shall and scale to be above tachometer 245 ft.	106.00
2104	Shall and scale to be above tachometer 250 ft.	108.00
2105	Shall and scale to be above tachometer 255 ft.	110.00
2106	Shall and scale to be above tachometer 260 ft.	112.00
2107	Shall and scale to be above tachometer 265 ft.	114.00
2108	Shall and scale to be above tachometer 270 ft.	116.00
2109	Shall and scale to be above tachometer 275 ft.	118.00
2110	Shall and scale to be above tachometer 280 ft.	120.00
2111	Shall and scale to be above tachometer 285 ft.	122.00
2112	Shall and scale to be above tachometer 290 ft.	124.00
2113	Shall and scale to be above tachometer 295 ft.	126.00
2114	Shall and scale to be above tachometer 300 ft.	128.00
2115	Shall and scale to be above tachometer 305 ft.	130.00
2116	Shall and scale to be above tachometer 310 ft.	132.00
2117	Shall and scale to be above tachometer 315 ft.	134.00
2118	Shall and scale to be above tachometer 320 ft.	136.00
2119	Shall and scale to be above tachometer 325 ft.	138.00
2120	Shall and scale to be above tachometer 330 ft.	140.00
2121	Shall and scale to be above tachometer 335 ft.	142.00
2122	Shall and scale to be above tachometer 340 ft.	144.00
2123	Shall and scale to be above tachometer 345 ft.	146.00
2124	Shall and scale to be above tachometer 350 ft.	148.00
2125	Shall and scale to be above tachometer 355 ft.	150.00
2126	Shall and scale to be above tachometer 360 ft.	152.00
2127	Shall and scale to be above tachometer 365 ft.	154.00
2128	Shall and scale to be above tachometer 370 ft.	156.00
2129	Shall and scale to be above tachometer 375 ft.	158.00
2130	Shall and scale to be above tachometer 380 ft.	160.00
2131	Shall and scale to be above tachometer 385 ft.	162.00
2132	Shall and scale to be above tachometer 390 ft.	164.00
2133	Shall and scale to be above tachometer 395 ft.	166.00
2134	Shall and scale to be above tachometer 400 ft.	168.00
2135	Shall and scale to be above tachometer 405 ft.	170.00
2136	Shall and scale to be above tachometer 410 ft.	172.00
2137	Shall and scale to be above tachometer 415 ft.	174.00
2138	Shall and scale to be above tachometer 420 ft.	176.00
2139	Shall and scale to be above tachometer 425 ft.	178.00
2140	Shall and scale to be above tachometer 430 ft.	180.00
2141	Shall and scale to be above tachometer 435 ft.	182.00
2142	Shall and scale to be above tachometer 440 ft.	184.00
2143	Shall and scale to be above tachometer 445 ft.	186.00
2144	Shall and scale to be above tachometer 450 ft.	188.00
2145	Shall and scale to be above tachometer 455 ft.	190.00
2146	Shall and scale to be above tachometer 460 ft.	192.00
2147	Shall and scale to be above tachometer 465 ft.	194.00
2148	Shall and scale to be above tachometer 470 ft.	196.00
2149	Shall and scale to be above tachometer 475 ft.	198.00
2150	Shall and scale to be above tachometer 480 ft.	200.00
2151	Shall and scale to be above tachometer 485 ft.	202.00
2152	Shall and scale to be above tachometer 490 ft.	204.00
2153	Shall and scale to be above tachometer 495 ft.	206.00
2154	Shall and scale to be above tachometer 500 ft.	208.00
2155	Shall and scale to be above tachometer 505 ft.	210.00
2156	Shall and scale to be above tachometer 510 ft.	212.00
2157	Shall and scale to be above tachometer 515 ft.	214.00
2158	Shall and scale to be above tachometer 520 ft.	216.00
2159	Shall and scale to be above tachometer 525 ft.	218.00
2160	Shall and scale to be above tachometer 530 ft.	220.00
2161	Shall and scale to be above tachometer 535 ft.	222.00
2162	Shall and scale to be above tachometer 540 ft.	224.00
2163	Shall and scale to be above tachometer 545 ft.	226.00
2164	Shall and scale to be above tachometer 550 ft.	228.00
2165	Shall and scale to be above tachometer 555 ft.	230.00
2166	Shall and scale to be above tachometer 560 ft.	232.00
2167	Shall and scale to be above tachometer 565 ft.	234.00
2168	Shall and scale to be above tachometer 570 ft.	236.00
2169	Shall and scale to be above tachometer 575 ft.	238.00
2170	Shall and scale to be above tachometer 580 ft.	240.00
2171	Shall and scale to be above tachometer 585 ft.	242.00
2172	Shall and scale to be above tachometer 590 ft.	244.00
2173	Shall and scale to be above tachometer 595 ft.	246.00
2174	Shall and scale to be above tachometer 600 ft.	248.00
2175	Shall and scale to be above tachometer 605 ft.	250.00
2176	Shall and scale to be above tachometer 610 ft.	252.00
2177	Shall and scale to be above tachometer 615 ft.	254.00
2178	Shall and scale to be above tachometer 620 ft.	256.00
2179	Shall and scale to be above tachometer 625 ft.	258.00
2180	Shall and scale to be above tachometer 630 ft.	260.00
2181	Shall and scale to be above tachometer 635 ft.	262.00
2182	Shall and scale to be above tachometer 640 ft.	264.00
2183	Shall and scale to be above tachometer 645 ft.	266.00
2184	Shall and scale to be above tachometer 650 ft.	268.00
2185	Shall and scale to be above tachometer 655 ft.	270.00
2186	Shall and scale to be above tachometer 660 ft.	272.00
2187	Shall and scale to be above tachometer 665 ft.	274.00
2188	Shall and scale to be above tachometer 670 ft.	276.00
2189	Shall and scale to be above tachometer 675 ft.	278.00
2190	Shall and scale to be above tachometer 680 ft.	280.00
2191	Shall and scale to be above tachometer 685 ft.	282.00
2192	Shall and scale to be above tachometer 690 ft.	284.00
2193	Shall and scale to be above tachometer 695 ft.	286.00
2194	Shall and scale to be above tachometer 700 ft.	288.00
2195	Shall and scale to be above tachometer 705 ft.	290.00
2196	Shall and scale to be above tachometer 710 ft.	292.00
2197	Shall and scale to be above tachometer 715 ft.	294.00
2198	Shall and scale to be above tachometer 720 ft.	296.00
2199	Shall and scale to be above tachometer 725 ft.	298.00
2200	Shall and scale to be above tachometer 730 ft.	300.00
2201	Shall and scale to be above tachometer 735 ft.	302.00
2202	Shall and scale to be above tachometer 740 ft.	304.00
2203	Shall and scale to be above tachometer 745 ft.	306.00
2204	Shall and scale to be above tachometer 750 ft.	308.00
2205	Shall and scale to be above tachometer 755 ft.	310.00
2206	Shall and scale to be above tachometer 760 ft.	312.00
2207	Shall and scale to be above tachometer 765 ft.	314.00
2208	Shall and scale to be above tachometer 770 ft.	316.00
2209	Shall and scale to be above tachometer 775 ft.	318.00
2210	Shall and scale to be above tachometer 780 ft.	320.00
2211	Shall and scale to be above tachometer 785 ft.	322.00
2212	Shall and scale to be above tachometer 790 ft.	324.00
2213	Shall and scale to be above tachometer 795 ft.	326.00
2214	Shall and scale to be above tachometer 800 ft.	328.00
2215	Shall and scale to be above tachometer 805 ft.	330.00
2216	Shall and scale to be above tachometer 810 ft.	332.00
2217	Shall and scale to be above tachometer 815 ft.	334.00
2218	Shall and scale to be above tachometer 820 ft.	336.00
2219	Shall and scale to be above tachometer 825 ft.	338.00
2220	Shall and scale to be above tachometer 830 ft.	340.00
2221	Shall and scale to be above tachometer 835 ft.	342.00
2222	Shall and scale to be above tachometer 840 ft.	344.00
2223	Shall and scale to be above tachometer 845 ft.	346.00
2224	Shall and scale to be above tachometer 850 ft.	348.00
2225	Shall and scale to be above tachometer 855 ft.	350.00
2226	Shall and scale to be above tachometer 860 ft.	352.00
2227	Shall and scale to be above tachometer 865 ft.	354.00
2228	Shall and scale to be above tachometer 870 ft.	356.00
2229	Shall and scale to be above tachometer 875 ft.	358.00
2230	Shall and scale to be above tachometer 880 ft.	360.00
2231	Shall and scale to be above tachometer 885 ft.	362.00
2232	Shall and scale to be above tachometer 890 ft.	364.00
2233	Shall and scale to be above tachometer 895 ft.	366.00
2234	Shall and scale to be above tachometer 900 ft.	368.00
2235	Shall and scale to be above tachometer 905 ft.	370.00
2236	Shall and scale to be above tachometer 910 ft.	372.00
2237	Shall and scale to be above tachometer 915 ft.	374.00
2238	Shall and scale to be above tachometer 920 ft.	376.00
2239	Shall and scale to be above tachometer 925 ft.	378.00
2240	Shall and scale to be above tachometer 930 ft.	380.00
2241	Shall and scale to be above tachometer 935 ft.	382.00
2242	Shall and scale to be above tachometer 940 ft.	384.00
2243	Shall and scale to be above tachometer 945 ft.	386.00
2244	Shall and scale to be above tachometer 950 ft.	388.00
2245	Shall and scale to be above tachometer 955 ft.	390.00
2246	Shall and scale to be above tachometer 960 ft.	392.00
2247	Shall and scale to be above tachometer 965 ft.	394.00
2248	Shall and scale to be above tachometer 970 ft.	396.00
2249	Shall and scale to be above tachometer 975 ft.	398.00
2250	Shall and scale to be above tachometer 980 ft.	400.00
2251	Shall and scale to be above tachometer 985 ft.	402.00
2252	Shall and scale to be above tachometer 990 ft.	404.00
2253	Shall and scale to be above tachometer 995 ft.	406.00
2254	Shall and scale to be above tachometer 1000 ft.	408.00
2255	Shall and scale to be above tachometer 1005 ft.	410.00
2256	Shall and scale to be above tachometer 1010 ft.	412.00
2257	Shall and scale to be above tachometer 1015 ft.	414.00
2258	Shall and scale to be above tachometer 1020 ft.	416.00
2259	Shall and scale to be above tachometer 1025 ft.	418.00
2260	Shall and scale to be above tachometer 1030 ft.	420.00
2261	Shall and scale to be above tachometer 1035 ft.	422.00
2262	Shall and scale to be above tachometer 1040 ft.	424.00
2263	Shall and scale to be above tachometer 1045 ft.	426.00
2264	Shall and scale to be above tachometer 1050 ft.	428.00
2265	Shall and scale to be above tachometer 1055 ft.	430.00
2266	Shall and scale to be above tachometer 1060 ft.	432.00
2267	Shall and scale to be above tachometer 1065 ft.	434.00
2268	Shall and scale to be above tachometer 1070 ft.	436.00
2269	Shall and scale to be above tachometer 1075 ft.	438.00
2270	Shall and scale to be above tachometer 1080 ft.	440.00
2271	Shall and scale to be above tachometer 1085 ft.	442.00
2272	Shall and scale to be above tachometer 1090 ft.	444.00
2273	Shall and scale to be above tachometer 1095 ft.	446.00
2274	Shall and scale to be above tachometer 1100 ft.	448.00
2275	Shall and scale to be above tachometer 1105 ft.	450.00
2276	Shall and scale to be above tachometer 1110 ft.	452.00
2277	Shall and scale to be above tachometer 1115 ft.	454.00
2278	Shall and scale to be above tachometer 1120 ft.	456.00
2279	Shall and scale to be above tachometer 1125 ft.	458.00
2280	Shall and scale to be above tachometer 1130 ft.	460.00
2281	Shall and scale to be above tachometer 1135 ft.	462.00
2282	Shall and scale to be above tachometer 1140 ft.	464.00
2283	Shall and scale to be above tachometer 1145 ft.	466.00
2284	Shall and scale to be above tachometer 1150 ft.	468.00
2285	Shall and scale to be above tachometer 1155 ft.	470.00
2286	Shall and scale to be above tachometer 1160 ft.	472.00
2287	Shall and scale to be above tachometer 1165 ft.	474.00
2288	Shall and scale to be above tachometer 1170 ft.	476.00
2289	Shall and scale to be above tachometer 1175 ft.	478.00
2290	Shall and scale to be above tachometer 1180 ft.	480.00

PERFORMANCE

Dependability is Service

Welcome home to the PN-7 after its 15,000 miles cruise to South America and back. Four months of hard work with the Fleet on diversified and difficult duties. The Navy can well be proud of this trying test of its latest effort on flying boat development, and we are proud of the two big Wright T engines which for this 180 hour cruise never failed or required overhaul or replacement.

Both plane and engines were in excellent condition on their arrival at their base, the Navy Yard, Philadelphia, and ready for another 15,000 miles.

WRIGHT AERONAUTICAL CORPORATION
PATENTON, N. J., U. S. A.

WRIGHT AIRCRAFT AND ENGINES

Southbound ———
Northbound ———

PN-7 U. S. Navy Flying Boat engaged with two powerful Wright T Engines

L. D. GUMPERT
PRESIDENT
L. D. WRIGHT
TREASURER
GEO. NEWBOLD
MANAGING EDITOR

AVIATION

LAMAR L'ORRY
EDITOR
VIRGINIA E. CLARK
EDWARD P. WARDEN
RALPH H. UPHAM
CONTRIBUTING EDITORS

Vol XVI

JUNE 16, 1924

No. 24

Rum Defense vs. Air Defense

WHEN the public learns that almost an identical amount of money has been appropriated by Congress for the Coast Guard Service in connection with protecting the country against sea raiders as was appropriated for the Air Service for its country's protection against hostile air raids, the disproportionate condition of things will become evident.

The PN-7 Delawar Jet contains the following clause: "If additional motor boats and their equipment for the use of the Coast Guard in enforcing the laws of the United States and in performing the duties with which the Coast Guard is charged, is to be constructed or purchased at the discretion of the Secretary of the Treasury, and for repairs or alterations to or for equipping and placing in commission motor or boats transferred from the Navy Department to the Treasury Department for the use of the Coast Guard, \$25,000,000, to remain available until June 30, 1925."

We cannot but be amazed for this anomalous situation on Congress. The serious appropriation was asked for by the Secretary of the Treasury. If the Secretary of War asks for only twelve million dollars for the Air Service, Congress will not be expected to grant more than that amount. Further comment on the comparative importance of these two appropriations really seems superfluous.

It is not surprising, however, to point out to the general reader that it appears to be overlooking a most obvious fact of history is not demonstrating the evident usefulness of airplanes for the prompt detection and apprehension of sea raiders. It is an overt statement that numerous sea raiders are quite generally using airplanes for scouting purposes, that is, to detect in time the moves of Coast Guard vessels, and so escape capture. While a few planes appear to have also been used occasionally by Federal Revenue agents in the ordinary way, from such information as is available it appears that most of these planes were built at about the time the Great Fleet of Japsen occurred. It would therefore seem that with the new appropriation which the Coast Guard has now available, our manufacturers might find it useful to manufacture some really up to date aircraft wherever the threat of bootleggers could be accomplished with more dispatch and certainty than is now practiced.

The Round the World Flights

THE round the world flights are getting so much deserved publicity in the daily papers that we do not believe our readers expect us to review for them in detail most of the work the progress of these enterprises. The space available in the editorial columns of *Aviation* is, incidentally, as restricted by business conditions that we cannot in any one place now give a brief weekly summary of these flights.

From a certain type of mind we get some peculiar reactions to the world flights. A common query is: "What is the practical good of them?"

To this more than one answer can be given. In the first place, certain definite knowledge has already been gained regarding the practicability of some portions of the round the world thing made of the American and British expeditions.

American experience seems to show that it is very difficult, if not altogether impossible, to fly in the Atlantic between during the spring season. Markham's experience, reinforced by Shack's, on the other hand, seems to prove quite conclusively that there covered wings do not stand up in the terrible heat of India. If the American world tour confirms this experience, it will indicate the necessity of having aerial covered wings for tropical climates.

But these things are not the only relative losses which the world flights are bringing forth. There is, for instance, the question of national prestige, with the possibility of sale of American aircraft to countries which have no manufacturers of their own. The French understood this angle so well that after they had given up the idea of a world flight for financial reasons, they organized the spectacular dash of Villard Dore to the Far East.

There is also the fact that our own world flight is holding the interest of the American public to an extent which is no mere accomplishment for aviation. All these factors are also sufficient to justify the enterprise from a practical viewpoint, but there is furthermore a philosophical justification in the accomplishment of something that has never been done before. This may not appeal to the purely utilitarian, but it is none the less of considerable importance as a "show of energy."

There seems to be a general impression among the public that our world flight is a race against the British General Patrick has officially denied this impression, stating that our world flight was undertaken to show the possibility of such a flight from the commercial viewpoint and to show our flying men. The plane which was being cranked the globe without any essential replacement of parts will furthermore furnish proof not only of unusual strength and reliability, but also of excellent skill and judgment on the part of its pilot.

Interesting Comparisons

THE comparative study of the French and German aircraft industries with reference to their governmental control in accelerated development and production work, which appears in this issue, will be found highly instructive. It will be seen that in these countries not only is everything done to foster the industry as a self-supporting unit, but also that official interference is reduced to a minimum.

Marine Plane Rescues Marooned Campers

A plane from the Marine Flying Field at Quantico, Va., delivered food to three persons marooned on an island in the Boodie Lagoon today on May 14. They had been without food for three days, and repeated efforts to reach them by those on the shore had been unsuccessful, due to the strength of the current of the flooded river and the presence of a large number of crocodiles in the river. The condition of the river indicated that by the time the water had receded to its normal level, then permitting the passage of a boat, the three marooned campers would be dead.

A call for assistance was made to Quantico through a National newspaper on May 14, and a plane piloted by Lieutenant Haddock, U.S.M.C., was at once sent to Boodie Lagoon, took on board food and food and dropped them on the island within a few days of the campers.

The Flying Marines in Haiti

The transportation by air of medicines, supplies, animals and food to various parts of the island of Haiti and abroad.



LOS ANGELES
Lovers in Fly in San Diego—The City of a Thousand Faces
THE FLYING MARINE OF AVIATION
Fly in a short time from Los Angeles to San Diego, San Francisco and many other cities. Fly in a short time from Los Angeles to San Diego, San Francisco and many other cities. Fly in a short time from Los Angeles to San Diego, San Francisco and many other cities.

LOS ANGELES
VARNER FLYING SCHOOL
Established since 1915
SAN MATEO **SAN FRANCISCO**

LOS ANGELES
BEATH AIRPLANE COMPANY, Inc.
Flying School
Flying School
Flying School

LOS ANGELES
PARTRIDGE, Inc.
Aeronautical Instruction
Aeronautical Instruction
Aeronautical Instruction

LOS ANGELES
FLY THEM YOURSELF
Fly in a short time from Los Angeles to San Diego, San Francisco and many other cities. Fly in a short time from Los Angeles to San Diego, San Francisco and many other cities. Fly in a short time from Los Angeles to San Diego, San Francisco and many other cities.

LOS ANGELES
MID-WEST AIRWAYS CORP.
Flying School
Flying School
Flying School

LOS ANGELES
AVIATION ENGINEERING CO.
Flying School
Flying School
Flying School

LOS ANGELES
THE SKYLINE CORPORATION
Flying School
Flying School
Flying School

points in the Caribbean Sea and one of the work that has been done by the Marine Corps aviation division at Fort P. H. Smith, Haiti.

A comparison of the activities of this station for the year 1953, recently received at the Navy Department, disclosed the fact that during the period a total of 500 official flights were made by the Marine aviation division in Haiti. The work included the transportation of American officials and representatives of the Haitian government to the different points and cities in the Republic of Haiti, and spread to reach to the conduct of business in the island republic. Two hundred fifty-one passengers, besides aviation personnel, was transported during the year without accident, and all were placed in planes for delivery received at destination without loss.

Lineal Gorton Injured in Crash

Lt. A. W. Gorton, U.S.N., was seriously injured on May 20 when his plane crashed on takeoff from Ellis Field, Annapolis, Md. The ship was completely destroyed.

WHITE BEAR LAKE, MINN.
Hunt M. G. Pearson Aircraft Company
SCHOOL OF AVIATION

ROBERTSON AIRCRAFT CORPORATION
Aircraft Sales, Parts, Supplies, and Repairs
27 SOUTH FLINTING FIELD
ANN ARBOR, MI

CHAIRBELLIN-BOWE AIRCRAFT CORP.
Aircraft Sales, Parts, Supplies, and Repairs
27 SOUTH FLINTING FIELD
ANN ARBOR, MI

CHARTERED AIRCRAFT COMPANY, Inc.
Aircraft Sales, Parts, Supplies, and Repairs
27 SOUTH FLINTING FIELD
ANN ARBOR, MI

PORT WASHINGTON, LONG ISLAND
PAUL H. BAY BROS.
Aircraft Sales, Parts, Supplies, and Repairs
27 SOUTH FLINTING FIELD
ANN ARBOR, MI

AKRON, OHIO
Aircraft Sales, Parts, Supplies, and Repairs
27 SOUTH FLINTING FIELD
ANN ARBOR, MI

CHIO, OHIO
Aircraft Sales, Parts, Supplies, and Repairs
27 SOUTH FLINTING FIELD
ANN ARBOR, MI

ESSINGTON SCHOOL OF AVIATION
Flying School
Flying School
Flying School

SAO ANTONIO AVIATION & MOTOR SCHOOL
Flying School
Flying School
Flying School

PUBLISHER'S NEWS LETTER

In the newspapers of June 6, there appeared in a group with typical headlines the story of eleven airplane crashes that occurred on the day before. Calhoun, England and Japan and a telephone dispatch from Kelly Field, Tex., brought the news of the deaths of officers and soldiers in military aircraft. The public has read of so many accidents to military and naval aircraft that they jump to the conclusion that all aircraft are unsafe, forgetting the daily achievement of our air mail and the commercial lines all over the world. This is the sort of news article that everyone interested in aviation deplors, but there is another side to it which may be interesting.

What is news, and why do newspapers print so much so-called news that seems trivial? Perhaps a few words on the characteristics of news may make the whole matter clearer. News from the newspaper editor's view point must have four characteristics: 1. Prominence or notoriety of persons; 2. Amount of money involved; 3. Extraordinary circumstances; 4. Local interest. If the above four tests are applied to newspaper articles it will be found that, in varying proportions, all of them give the clue to why the story is printed. Aircraft stories usually involve persons who have some official connection or are known to the public; they occur as a matter that appears extraordinary to the public and the prominence given the news depends on whether it occurred nearby or at a distance. In other words airplane accidents meet the most requirements of the newspaper's news list news.

A newspaper man recently gave an answer to a criticism which can be applied to airplane accidents as well. He said that he was often asked why newspapers "played up" stories of the thousands of airplanes. He said he always replied that he hoped he would not live in the day when these occurrences were not given great prominence. He reasoned, judged by the newspaper idea of news, that if the destruction of airplanes were because so frequent as not to be out of the ordinary he believed the world would not be a good place to live in. "The Wagon of This is Publicity" is the true and true statement to mankind. The only task when aviation accidents will not seem enough important to be classed as news will be when they occur so frequently as not to be newsworthy. Death on railroads or coal mines, and automobile accidents now have little general interest except when they come under some of the above news requirements. It is a hopeless task to

attempt to stem the current of news and should not be attempted.

The "Broadcast and Prospect" column continues to be a success. And almost countless expressions of approval of some of the recent editorial opinions expressed in AVIATION, these came a letter from the almost deserted headquarters of the National Aeronautics Association in Washington, among the choice bits of aviation contained were the following:

"I can only look an AVIATION as the most interesting article in our work."

"I can only regard it as an organ of the N.A.A."

"Such an editorial attitude, if it has any influence whatever, is calculated not to add to the membership of the N.A.A., but to drive members out of the Association."

"The critics of the N.A.A. are devoted to a policy of destruction. They build up all day."

"This letter by an aviator expresses my feelings, but does it advance completely the arguments that would justify condemn the critics and growen and disapproved members of the Association."

The little ones are our best friends, and we find they are the most fertile soil. The big ones think they "know it all." They do little and say little in our support, their attitude is rather one of antagonism and opposition, the kind of opposition which I do not recognize as being justified by the fact.

Of course, each as it tempered attack on the oldest American aeronautical paper deserves, and is receiving, a most exhaustive reply to the Board of Governors. We shall not crowd out of our small paper more interesting news to make this reply in our columns, but if any of our readers would like to have a printed copy of the reply, it will be sent with the hope that our opinions which have been characterized as those of a "disputed matter" will no longer be misunderstood nor further "disputed." It is a brief history of the N.A.A. to date. Copies on request.

So the AVIATION might have the benefit of the opinion of one of the officers of the N.A.A. who is not attached to the Dayton group, the opinion of the Treasurer was asked. He wrote:

"I have read all the copies of AVIATION which you have sent me and I cannot find anything in any of them to which any reasonable man can take offense whether he be a member of the N.A.A. or an outsider."

"I thank you are doing splendid work and hope that sometime you will be able to receive a more real reward in which your long years of hard striving merit you."

"Our readers can take their chance of opinion.—L.D.G."

FARMAN

SPORT PLANES



FOR THE PILOT OR SPORTSMAN WHO WISHES THE BEST
Imported from France, where they are built to your order in the Largest Aircraft Factory in the World.
1924 MODELS \$4850.00 UP, DELIVERED PHILADELPHIA

ATLANTIC BUILDING

WALLACE KELLETT CO. INC.

PHILADELPHIA, PENNA.

ATLANTIC AIRCRAFT CORPORATION



Designers and manufacturers of Aircraft
Contractors to the United States Government



Sole American licensees for FOKKER designs

New York Office
286 Fifth Avenue

Tel. Lockawanna 3407

Factory
Teterboro, Hasbrouck Heights
New Jersey